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SECURITY INFORMATION

COUNTRY East Germany REPORT

TOPIC Koethen Airfield 50X1-HUM

EVALUATION PLACE OBTAINED 50X1-HUM

DATE OF CONTENT

DATE OBTAINED DATE PREPARED 2 December 1952

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

REFERENCE COPY

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1. At 9:30 a.m. on 4 October 1952, 28 MiG-15 and type-29 planes were observed parked outside the hangars at Koethen airfield. The inferior of the hangars could not be observed. Between 4 and 5 p.m. on 11 October, swept-back jet fighter continuously made local flights which lasted about 5 minutes. Sometimes, up to six swept-back jet fighters were aloft. Night flying was practiced until 1 a.m.[1]

2. During night flying, a rotary searchlight was in operation. The searchlight rotated nine times, then it was switched off for a short time before starting another series of nine rotations. This procedure was repeated several times. Another searchlight illuminated the runway during take-offs and landings. A third searchlight, mounted on a truck, was located east of the field in the extension of the runway. Another searchlight mounted on a truck was observed in the center of the field south of the runway.[2]

3. During the last three months, no railroad fuel shipments arrived at the field, but the fuel was hauled to the field with tank trucks and trucks loaded with barrels coming from the direction of Dessau. The fenced-in fuel dump is located in the fork formed by the spur tracks which extend along the Koethen-Baasdorf road northeast of the northern one of the two hangars in the eastern section of the field. Inside the fence, there were six fuel containers which projected up to 50 cm beyond the surface of the ground. The containers had an estimated length of 12 meters. From 400 to 450 barrels, each with an estimated capacity of 200 liters, were stored outside the fence.[3]

4. At 2 p.m. on 12 October, there was no air activity but 20 swept-back jet fighters were counted at the field. Between 10 and 11 a.m. on 13 October, individual local flights were made by swept-back jet fighters. The planes remained aloft for a short time. Between 4 and 4:30 p.m. on 14 October, there was local flying, each flight lasting about 15 minutes. Night flying was practiced after 7:30 p.m. On 15 October, there was a closed cloud base at an altitude of 1,000 meters. The visibility was limited to about 5 km. Between 10 a.m. and 12:15 p.m., individual swept-back jet fighters with auxiliary fuel tanks took off. At about 11 a.m., a formation of 17 swept-back jet planes approached from the north-northeast flying at an altitude of about 1,000 meters. The aircraft which were not equipped with auxiliary fuel tanks circled once over the field before landing individually. Then, the planes were parked in groups of 3 and 4 planes north of the runway.[4]

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5. A radio installation consisting of a mast and a radio truck was about 400 meters west of the village of Gross-Badewast, about 500 meters north of the highway leading to the village. On 13 October, truck [redacted] occupied by 2 officers and 2 EM wearing black-bordered blue epaulets, moved from the field to this radio installation.5

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6. [redacted] motor vehicles were observed entering and leaving the field:

[redacted]

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7. **The settlement just north of the railroad line, north of the field and west of the road leading from Koethen to the Pilsenhoehe Inn was not occupied by Russians. The Russians were previously quartered in the former Junkers buildings in Friedrich-Engels Strasse, the first road which branches of toward the east-northeast from the northern end of the above mentioned settlement. The first building in Friedrich-Engels Strasse was used as a Soviet warehouse. The next two buildings both at the right and left sides of the road were vacant in October 1952. These houses were again occupied by German families.6**

8. A sentry with field glasses was observed at the target range of the field even during firing practices. Two guards were posted at the ammunition dump. Another sentry was at the entrance to the old heating plant. The entrance to the quarters was guarded continuously.

9. West of the railroad line which runs east of the field, there was the PKV-45 DF station which consisted of three buildings. One of the buildings was constructed of logs and surrounded by a wall of earth about 1 meter high. A radio truck was parked at its side.

1. [redacted] Comment. Koethen airfield is occupied by a fighter regiment and the headquarters of a fighter division. [redacted] observed an additional unidentified unit at the field.

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2. [redacted] Comment. The information that searchlights were in operation during night flying activity was also received from other airfield. For detailed observations made at Agt Loennewitz airfield, [redacted] the arrangement of the searchlights reported in reference generally agrees with the information in the present report.

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3. [redacted] Comment. Aviation fuel for the units at Koethen airfield is probably picked up by tank trucks at the Aken fuel dump.

4. [redacted] Comment. Between 9 and 15 October 1952, the Eighth Gds Army held maneuvers in the Dessau area in which units of the Twenty-Fourth Air Army were involved. It is possible that the unit which was observed landing on 15 October also participated in these exercises.

5. [redacted] Comment. This radio installation which is reported for the first time probably is not the outer low frequency beacon because it is located too far north of the flying lane.

6. [redacted] Comment. It was previously believed that the settlement north of the field was occupied by Russians. All the units are probably quartered in the billets at the field.

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